

## THE WASHINGTON HERALD

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WEDNESDAY, APRIL 24, 1912.

Life-saving Equipment.

Locking the barn door after the horse is stolen is an old adage that has been the source of a lot of alleged jokes of the humorist, but still one that is good, notwithstanding the funny things that have been said about it.

To-day the civilized world is condemning the White Star people for not providing sufficient lifeboats to care for every person on its ships if occasion for such should arise. They should be criticized and so should every other nation or company or individual that allows ships to go to sea unprepared for the gravest of emergencies. Yet The Herald questions if there is one passenger-carrying vessel fully equipped with life preservers and lifeboats to care for every one on board leaving any port in any country, not even having our own lake ports.

The White Star Company was criminally careless, has been the cry. One hysterical writer called its directors murderers for allowing such a condition to exist. Now, according to a published statement, in just one branch of the United States Navy, the transport service, there is provided a lifeboat capacity of 4,854 and a carrying capacity of 12,151.

This is not a very pleasant comparison, although it is extremely probable the figures will fit the same service in other countries.

The awful disaster that caused these comparisons to be made will undoubtedly do much to alter the present conditions, and in that regard at least has been of benefit to future sea-going people.

Department Store Growth.

In the general extension and growth of business in Washington that is good to see, it would be hard to specify which branch of business shows the greatest increase. For the growth is perceptible in all phases of commercial and financial development. Not only have enormous office buildings been added to the already large number of first-class structures of this type which have been the development of the last decade, but there has been a very noticeable enlargement of the structures that have up to this time sufficed for the transaction of the business of the city.

He would be blind who cannot see in this gratifying extension the hopes and aims of the financial and business men of the city being fast realized. The prophecies that have been made in this direction by those who have had faith in the commercial and financial great future of this city have been looked upon by some as being mere dreams of the optimist or of the over- sanguine. But events of only the past year have gone far to convince even the most skeptical that the era of good times, of great growth, and of extensive commercial greatness is not only on its way, but the vanguard has already arrived.

Perhaps the greatest index of all of this is to be found in the extension of the department store business of Washington in the last year. Several of our leading stores, which in quality of stock, extent of choice, and excellent service would do credit to the largest of cities, have found it necessary to build on extensive additions to their already large premises in order to give to the citizens the accommodation and good service for which they are to be commended. Large lots have been bought and built upon, and where this was not possible the height of the buildings has been increased.

That all of this is the natural growth of business and is not a concentration of trade is to be seen by the improvements that have been made in so many of our smaller establishments where owners have felt the great impetus of trade. The number of smaller stores which have exhibited the sign that "there is no interruption to business," while carpenters, glass-fitters, and other workmen have had charge of the places of business, making necessary enlargements, proves this point beyond question.

We are able to read in this, and we are satisfied that our reading is correct, the very sure indications that the people of Washington have now fully realized the excellent opportunities that the stores of the city afford for supplying all needs, gratifying all tastes, however fastidious, and that it is vast-

ly more satisfactory to buy in this city from a full stock of goods than to have the most critical inspection than to trust to the reputation of far-off houses with all of the attendant delays and dissatisfaction that is certain to result from this mode of buying. Our department stores are at once a credit to the city, an indication of the enterprise of the owners, and a great convenience to the public, home-staying as well as transient.

## Not Wu Ting-fang?

Washington confesses to a feeling akin to disappointment over the official announcement that Wu Ting-fang is not going to return to us as minister from the Celestial republic. Not that the Capital has anything against Chung Shan Yaw, but Wu Ting-fang occupied a very high place in the regard of its citizens, and they rejoiced at the prospect of his return.

There has never been a diplomat stationed in Washington, Oriental or European, who combined such picturesque personal qualities with the equipment of a diplomat. Others, like James Bryce, have won regard through their intellectual qualities; scores have been highly popular in the limited circles of officialdom and of society; but few have won the popular heart in the same deluged fashion and with such assumption of naivete as Wu Ting-fang, who traveled from one end of the land to the other asking questions, and getting them answered.

But Chung Shan Yaw, who confesses to Americanization through Yale and other influences, will be given a welcome to Washington if he comes. He is the only Chinese member of Delta Kappa Epsilon, one of the most exclusive of the collegiate "Greek letters." If we cannot have Dr. Wu, Chung Shan Yaw will doubtless prove a popular substitute.

## Taxation in the District.

The testimony of Assessor Richards regarding taxation in Washington before the House District Committee merely emphasizes a fact which has long been known to many—that the valuation of city property has not been properly assessed because of the inadequate force of assessors provided by Congress.

Assessor Richards makes the contention that the increased valuations in the business district has more than paid for the taxes in the past ten years. He shows that valuations in this section jumped from \$200,000,000 in 1902 to \$13,000,000 in 1912. "This is a greater rise than in the previous half century," says Mr. Richards, "and indicates that there was something radically wrong with the valuations on which the assessments were made ten years ago—that they were far too low."

Discrepancies and inequalities in assessments, both in the city and in the country, were cited by the Assessor. None of the "discriminations" are deliberate and intentional, but are due to the fact that the force of assessors is too small. The only remedy for this condition of affairs will be a larger appropriation for Assessor Richards' office in the District budget.

Mr. Richards says there is plenty of property assessed on the books too high as well as much that is too low. All of it will have to wait for future adjustment, and in cases where appeals have been taken to the courts, a single property holder has often caused an entire shift of assessments for the surrounding blocks. The fact that this condition of affairs is acknowledged by the chief taxation officer of the District gives in the force and authority of an official announcement, and a remedy is imperative.

The remedy lies with Congress. If assessments in Washington are unequal and unfair, Congress can remove the basis of the trouble.

## THE PEOPLE'S FORUM

## Memorable War Day.

To the Editor: To-day, April 24, is the fiftieth anniversary of the capture of Fort Jackson and St. Philip and the destruction of the Confederate fleet below New Orleans by the fleet under command of Flag Officer Farragut. The engagement which resulted in this victory for forces of the North cost that side the loss of only 27 killed and 167 wounded, and yet from a military point of view the advantages gained were very far-reaching. It meant the control of the Mississippi River, which cut the Confederacy in two. It cut off foreign supplies by way of the river, and in taking possession of New Orleans the next day Farragut cut off from the Confederacy a rich field for supplies and for recruiting. New Orleans was by far the wealthiest city of the South. Its population in 1860 was 180,000, while that of Charleston was 40,000, that of Richmond 30,000, and that of Mobile but 25,000. Just before the war New Orleans had the largest export trade of any city in the world. In 1860 it received for shipment \$20,000,000 worth of cotton and more than \$25,000,000 worth of sugar. These facts, taken with the importance of the position, made it the highest prize at which any single expedition could be aimed.

A. HOLMES.

111 K St. N. W., Washington, D. C.

## Indict Rock Island Mayor.

Rock Island, Ill., April 23.—An indictment charging assault with intent to do great bodily injury to John Looney, publisher of the Rock Island News, was returned to-day against Mayor Harry M. Schriver. Schriver's head was fixed at \$2,000. Schriver testifies in police headquarters while under arrest following the appearance of an attack on the Mayor in the News.

## Italian Troops Land.

Rome, April 23.—A force of Italian troops has been landed on the island of Stampalia, a Turkish possession in the Grecian Archipelago. It was announced by the War Department to-day.

Stampalia is a small island containing 100 square miles and has a population of 1,000.

## A LITTLE NONSENSE.

## THE FIRST ARROOT.

And now arrive in my yard. A question about. For I have found and clearly guard. A fly, I think, I am sure. My friends are all their glasses, don't.

My neighbors all their glasses, don't. And daily, meet. Discuss the matter and con. With angry heat.

To divers theories they look. Perhaps it is a kidney bean.

## Clausen Penurious Says:

They claim that money doesn't bring happiness, but that's one thing people want to investigate for themselves.

## A Kink.

"What's the matter, Hiram?" "I thought the Agricultural Department was run in the interests of the American farmer."

"Well, ain't it?" "I've seen some literature to help me get summer boarders, but they had nothing of the kind in stock."

## April 24 in History.

April 24, 1848—Sir Walter Scott completes "Waverley," a dialect novel popular in its day.

April 23, 1860—Napoleon gets Josephine's first military bill, and a terrible scene ensues.

## Strong Claims.

"Here's a fellow declares the Smiths are for Taft. Guess that about settles the nomination, hey?" "Not if the Joneses come out for Roosevelt."

## No Secret.

The birds appear, I wish. On every bough. You may have noticed this. Perhaps, by now.

## More Fun.

"Going to make a garden this spring?" "No; I'm busy superintending that of my next door neighbor."

## Preparing for the Stage.

"Is Kid Wallup on the level in this coming fight?" "I'm sure of it. I know he expects to win."

"What makes you think he expects to win?" "He's having a monologue written."

## STATE IS AIDING STORM SUFFERERS

Tents Rushed to Stricken Districts Where Suffering Is Intense. Rescue Parties Sent Out.

Chicago, April 23.—Hundreds of tents were sent to-day to the storm-swept portions of Illinois, while special reports on conditions were made to Gov. Demmon to aid the State in handling relief matters. From the twelve towns sent out throughout the entire storm-swept section, asking those who have been injured and caring for the hundreds made homeless, with a total of seventy-seven deaths, the virtual destruction of ten towns and villages, and the demolition of hundreds of farmhouses.

W. R. Merrifield, division superintendent of the St. Louis, Iron Mountain and Southern Railroad, along whose line much of the damage was done, was one of the leaders in the rescue work. A party of railroad men at his orders searched wrecked towns along the line, looking for injured, and he offered every assistance to those sending supplies to the homeless.

Seventy-five families are homeless near Bush, Ill., through which the Iron Mountain runs.

Although the reports from all sections of the storm so far are not complete, advice from the twelve towns sent out shows a total death toll of at least seven-seventy, while the property loss is estimated at more than \$1,000,000.

## NEW NATURALIZATION RECORD.

Receipts for Year Will Be \$60,000. Rush for Papers.

New York, April 23.—Applicants for last citizenship papers must be sworn as citizens of the United States at once or they cannot vote at the coming Presidential election in November.

In consequence there is a rush for final papers in the Naturalization Bureau in the County Clerk's office, and County Clerk Schneider is working his force day and night in order to accommodate those who wish to cast their first vote.

"We thought we did a big business in the naturalization of aliens last year," said the County Clerk to-day, "but the records of the bureau show that since last May the bureau has done the largest business in its history. The receipts for this month, April, will total the entire receipts for the year 1911, \$50,000, in 1911, \$45,000, and it is expected that the receipts for the year 1912 will total \$60,000."

## FOURTH WEEK OF SUSPENSION.

Anthracite Negotiations for Work—Ing Agreement Continued.

Philadelphia, April 23.—The 17,000 anthracite coal mine workers to-day entered upon the fourth week of idleness pending negotiations for a new wage agreement. The subcommittee of four representatives of the miners and four coal company managers has been in almost daily session since April 11. The committee is now meeting in New York.

Unconfirmed reports have reached the coal regions that an agreement will soon be reached. One report is that the coal companies will grant 10 per cent increase in wages, a shorter work day, and partial recognition of the union.

## Find Two Children Incarcerated.

Ogdensburg, N. Y., April 23.—Returning home early to-day, Mr. and Mrs. Fred Rivard, of Bellwood, found two of their six children burned to death from a lamp explosion. The others had escaped. The children were girls aged two and four, respectively.

## Explosion Kills Three Men.

Reno, Nev., April 23.—Three trainmen were instantly killed and several others were injured to-day when the boiler of a locomotive on the Western Pacific Railroad exploded on the top of Antelope Hill, thirty-six miles west of Winnemucca.

## Minister Sent Wife.

Trenton, N. J., April 23.—Charging that her husband had her at Trenton, Mrs. George W. Myers, wife of a Methodist minister at Kearney, has sued for divorce.

## Housekeepers Incorporated.

Albany, N. Y., April 23.—Twenty householders keepers of New York City were incorporated for "intelligent improvement."

## TITANIC MIGHT HAVE BEEN SAVED BY BINOCULARS

Continued from Page One.

that elapsed between the time that you first saw this information by telephone and by the time that the ship struck the iceberg? Can you not say whether it was five minutes or an hour?"

"I could not say, sir," said Fleet.

"How large an object was this when you first saw it?" asked the Senator.

"It was not very large when I first saw it," said Fleet.

"Was it as large as the table at which I am sitting?" Senator Smith asked.

"It would be as large," said Fleet, "as the two of us together, when I saw it at first. It kept getting larger as we were getting nearer it."

"How large did it look when it struck the ship?"

"It was a little bit higher than the forecastle head, about fifty feet above the water line," asked Senator Smith.

"Whether the ship was stopped after you gave that telephone signal?"

"No; she did not stop until she passed the iceberg," said Fleet.

"Do you know whether her engines were reversed?"

"Well, she started to go to port, while I was at the telephone. My mate said to me that he could see the bow coming around."

"When the ship struck this obstacle, or this black mass," queried Senator Smith, "was there much of a jar to the ship?"

## Left Without Binoculars.

"No, sir."

"Did it alarm you seriously when it struck?"

"No, sir," replied Fleet. "I thought it was a narrow shave."

Fleet stated a few minutes later that when he came on watch he and his mate were instructed by the lookout men they ordered to go on the watch for ice. This order, he said, was given in the other lookouts by Mr. Lightoller and passed on by them. This, he said, was the ordinary rule in matters of that kind. The men in his mate's relief, Simonds and Jewell, did not report that they had seen any iceberg, said Fleet, but that they were instructed to keep a sharp watch for the ice.

Senator Smith then asked: "Are you given glasses of any kind when you watch the coast?"

"We had none this time," said Fleet; then he added, with some show of feeling, "We had nothing at all—only our own eyes."

"On the Oceanic you had glasses, had you not?"

"Yes, sir."

"Each of you?"

"What kind of glasses are they?" asked Senator Smith, "strong, powerful glasses?"

"Not always, sir."

"Did you make any request for glasses on the Titanic?" asked Senator Smith.

"We asked for them in Southampton," replied Fleet, "and they were sent to us. We intended for us. We asked Mr. Lightoller, the second officer."

## Had Expected Glasses.

"You expected glasses?" asked Senator Smith.

"We had a pair from Belfast to Southampton," said Fleet, "but none from Southampton to New York. We didn't know where the glasses that we had from Belfast were, and the port libbers."

"Suppose," asked Senator Smith, "you had had glasses such as you had on the Oceanic, or such as you had between Belfast and Southampton, could you have seen this black object a greater distance?"

"We could have seen it a bit sooner," replied Fleet.

"Well, enough to get out of the way?"

Fleet told in reply to questions how when relieved from his post in the crow's nest he went below, but came on deck again when the call came that he was wanted on deck. He told about his lower part of the port libbers, No. 4, in which he and Quartermaster Hichens were the only members of the Titanic crew. Fleet said he was told by Mr. Lightoller to get in the boat and he went down to the port libbers, No. 4, in which he and Quartermaster Hichens were the only members of the Titanic crew. Fleet said he was told by Mr. Lightoller to get in the boat and he went down to the port libbers, No. 4, in which he and Quartermaster Hichens were the only members of the Titanic crew.

## Fleetman Rape Official.

Senator Smith caused a flutter in the Senate when the committee reconvened on the subject of the sinking of the Titanic, instead of recalling Fleet, the lookout, Fleetman, according to the gossip circulating since last week, was prepared to say the White Star Line and the officers of the Titanic. The major's testimony, however, was in this respect: a disappointment to those expecting a sensation. In many cases he praised the conduct of the Titanic men and in a statement which he asked permission to read, he denied criticizing the captain of the Titanic.

Mr. Fleetman insisted, however, that criticism would have averted the Titanic disaster, and criticized the policy and methods pursued by the company in this regard.

"The weather, Sunday, was pleasant. There was very little wind. All seemed very smooth going, and myself and friends had expressed our pleasure at the way the ship was progressing. We had hopes of getting in very early Wednesday morning."

On Sunday evening I dined with friends, a Mr. and Mrs. Allen of Montreal, and a Mr. Charles F. Day, of Montreal, and Theodore Ross, of Winnipeg. I left the party at 9 o'clock and went to the dining room, where, with friends of mine, including a Mr. McCaffery, of Vancouver, I chatted until 11:30. All these friends I have named were lost."

Then I went to my room. A little later, as I started to undress, I felt a shock, and the ship rolled as if it had been a sea running. I would have thought something of it, but knowing it was calm I put on my overcoat and started on deck. As I passed along, I met a casual acquaintance, who told me we had struck an iceberg, and that I could see the ice on the deck. I went on deck and saw what seemed to be a soft, shell-like object.

"On the port side of the boat deck I saw the captain and the second officer standing near a lifeboat, directing the work of making them ready."

"At their suggestion I assisted. Then came the call for the women to get in. The only women were allowed to get in. The men were kept back by the second officer, who was shouting, 'I am not going to let any man go on deck. I thought the boat would take them, but it took all the ladies at that part of the ship. I was only surprised that there were not more women at that part of the ship. The discipline was good, but there were not enough of the crew there."

## Stokers Driven from Deck.

"I also want to mention that when I first went on deck a crowd of about 100 stokers came up with their gunnysacks to the boat deck. An officer, a big powerful man, drove them like a flock of sheep right off the deck. I don't know where they went. I think it was a stoker's first boat got away. I went to the port side. There was in this boat a quartermaster named Hichens. I found out later, and one sailor (this was Fleet, the lookout man), and the rest women—three young ladies. All after on more ladies were in sight—I am sure every lady could have got a boat on the port side—they started to lower this boat, though it was only about half full."

Mr. Fleetman was asked if, so far as he knew, there had been any general alarm given the passengers, if they had been awakened by the ship's officers and informed of their danger.

"No," replied Fleetman. "There was no general alarm sent out so far as I know. I talked with two ladies who said they had a very narrow escape. They were not awakened by the impact of the ship on the iceberg. They were awakened by Mrs. Astor, whose room adjoined that of Mr. Hichens. She was considerably excited, they said, and as her door was open they heard her talking in her room. But for that accident, they said, they would probably have sunk with the ship."

## Denounces Hichens's Remarks.

After a while Mr. Fleetman heard an officer's whistle on the Titanic, which he stopped to hear more plainly. Hichens said it was a call for all boats to come back to the ship. We all thought we ought to go back, but the quartermaster said: 'No; we're not going back. It's our lives now, not theirs.' He insisted on rowing away. The women who had left their husbands behind were the ones who urged the quartermaster to go back. Hichens said nothing. I had already had one row with the quartermaster and found him a disagreeable fellow. He insisted on steering. Instead of helping us with the oars, when I asked him to let one of the ladies row, he insisted on rowing. He insisted he saw a light. First he said it was a boat, then a buoy. The suggestion that it might be a buoy I thought absurd, showing that he knew nothing of navigation."

"After the whistle we heard a rumbling on the Titanic. The lights were still on. Then there was an explosion, then another, and then a third. Then the lights went out. The explosion seemed to me as if the decks had been blown up by the air below as the ship sank."

"We then heard cries for help. There were dreadful calls for help. I thought it affected us all. We kept on, and the cries gradually grew fainter. We were then about five-eighths of a mile from the Titanic."

"When we were hearing these horrible cries, the women urged the quartermaster to go back. He would not. He said: 'No use in our going back. There are only a lot of corpses on board the ship.' Mr. Fleetman then testified that he found the lifeboats equipped with food, water, and lights. He made it a point, he said, to examine some of the lifeboats. He went to the lifeboat on board the Carpathia, and he found the hardback and water there. There was a light in his boat, he said. Asked about the conduct of Capt. Smith, Mr. Fleetman said that Capt. Smith, when he saw him, was doing all in his power to get the women in the boat and lower them away."

Mr. Fleetman gave the names of several women who he said were in the boat with him, many of whom helped in the rowing. Those he named were Miss E. A. Norton, of London; Mrs. Brewster, of New York; Mrs. W. A. Smith, of New York; Mrs. L. A. Smith, of New York; Mrs. C. A. Smith, of New York; Mrs. D. A. Smith, of New York; Mrs. E. A. Smith, of New York; Mrs. F. A. Smith, of New York; Mrs. G. A. Smith, of New York; Mrs. H. A. Smith, of New York; Mrs. I. A. Smith, of New York; Mrs. J. A. Smith, of New York; Mrs. K. A. Smith, of New York; Mrs. L. A. Smith, of New York; Mrs. M. A. Smith, of New York; Mrs. N. A. Smith, of New York; Mrs. O. A. Smith, of New York; Mrs. P. A. Smith, of New York; Mrs. Q. A. Smith, of New York; Mrs. R. A. Smith, of New York; Mrs. S. A. Smith, of New York; Mrs. T. A. Smith, of New York; Mrs. U. A. Smith, of New York; Mrs. V. A. Smith, of New York; Mrs. W. A. Smith, of New York; Mrs. X. A. Smith, of New York; Mrs. Y. A. Smith, of New York; Mrs. Z. A. Smith, of New York; Mrs. A. A. Smith, of New York; Mrs. B. A. Smith, of New York; Mrs. C. A. Smith, of New York; Mrs. D. A. Smith, of New York; Mrs. E. A. Smith, of New York; Mrs. F. A. Smith, of New York; Mrs. G. A. Smith, of New York; Mrs. H. A. Smith, of New York; Mrs. I. A. Smith, of New York; Mrs. J. A. Smith, of New York; Mrs. K. A. Smith, of New York; Mrs. L. A. Smith, of New York; Mrs. M. A. Smith, of New York; Mrs. N. A. Smith, of New York; Mrs. O. A. Smith, of New York; Mrs. P. A. Smith, of New York; Mrs. Q. A. Smith, of New York; Mrs. R. A. Smith, of New York; Mrs. S. A. Smith, of New York; Mrs. T. A. Smith, of New York; Mrs. U. A. Smith, of New York; Mrs. V. A. Smith, of New York; Mrs. W. A. Smith, of New York; Mrs. X. A. Smith, of New York; Mrs. Y. A. Smith, of New York; Mrs. Z. A. Smith, of New York; Mrs. A. A. Smith, of New York; Mrs. B. A. Smith, of New York; Mrs. C. A. Smith, of New York; Mrs. D. A. Smith, of New York; Mrs. E. A. Smith, of New York; Mrs. F. A. 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